

LIGHTWEIGHT SEAT BELT ENDORSED



Weight — that arch enemy of aircraft designers the world over is constantly losing more and more battles to new techniques, materials and ingenious designers. The engineers at American Safety Flight Systems strive to assist in this defeat and without adding to the arch enemies first cousin . . . cost.

Seat belts play a part in the weight of an aircraft; every seat has one, plus a few spares tucked away for emergency, and weighing about one pound each. This accounts for approximately two fare-paying passengers on the larger aircraft. Recently, a new design of buckle was introduced by American Safety Flight Systems, and in association with its end fitting and connector, had the effect of reducing the belt assembly by approximately 50%. It overcomes the shortcomings of other systems by offering the following advantages:

1. **Ability to distinguish one end of the buckle from the other**
2. **Easy webbing adjustment**
3. **Easily understood buckle operation**
4. **Lightweight**

The buckle weighs 2.7 oz. and provides the utmost comfort to the wearer. Its teardrop shape leaves no doubt as to which end fits the connector and the word 'lift' is imprinted on the appropriate end of the latch. Meeting all requirements of the F.A.A. TSO, the design is geared for a long life and incorporates a webbing removal feature.

This allows the customer to remove and launder the webbing, which is far more economical than renewing the webbing if it becomes soiled.

Finished in durable aluminum anodize, the assembly projects a very attractive appearance and many major airlines are standardizing on this particular item.

Is It Christmas Again Already?

As usual, the year has passed quickly; too quickly, for too many things remain undone. Nineteen Seventy Two had its share of problems and frustrations, but in retrospect, was a good year for American Safety Flight Systems, Inc.

Since being acquired by American Safety Equipment Corporation, much effort has been expended in advising our customers of our new corporate identity. The Rocket Jet/ARD division, and the incorporation of the Cummings & Sander aviation restraint systems under the ASFS banner, are now generally well

known, and the effectiveness of this merger is being felt and appreciated.

To all of our friends, we say thank you for your interest over the past year, and extend to you our best wishes for the holiday season, and a happy, healthy and prosperous New Year.

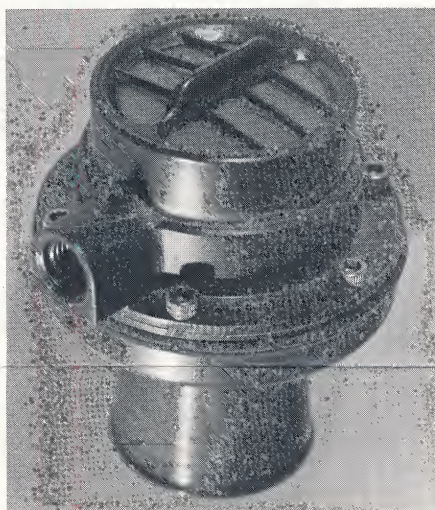
As for resolutions . . . we resolve to maintain our position for excellent service and superior products and try even harder to support you, the customer, in every way during 1973.

WE ENCOURAGE INFLATION

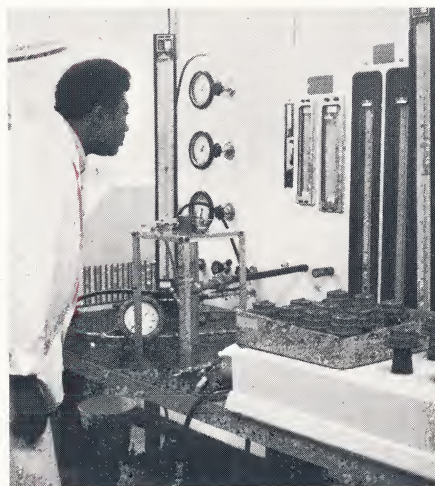
How do you inflate a 100 cubic feet liferaft from a gas source capable of filling 25 cubic feet?

The solution can be found by using the new American Safety Flight Systems aspirator. Basically, this device utilizes the high pressure gas being released from a small cylinder to open doors and suck in air from the atmosphere to make up the deficiency.

In designing the 30-man raft, weight and volume was a problem and the normal type of inflation system would not have been suitable with its two heavy, bulky cylinders.



ASFS Aspirator



Testing each aspirator for flow and leak.

American Safety Flight Systems engineers created a new inflation system consisting of a stored gas source, pressure regulator and aspirator. When inflation is initiated, the pressure regulator (also de-

signed and produced at American Safety Flight Systems) delivers a specific amount of gas at a specific pressure to the aspirator mechanism. This high pressure injection creates a negative pressure area below the doors which then open and allow ambient air to enter, mix with the stored gas and inflate the liferaft. This ratio of entrained air to stored gas is 4:1.

The vital statistics of this amazing device are:

Overall Length5.5"
Throat Diameter1.3"
Mounting Flange
Diameter3"
Weight8 oz.
External envelope after
Installation1.75" L x
2" Diameter

Final pressure achieved in the liferaft buoyancy tubes is 2 pounds per square inch and is reached in 20 seconds, providing survivors of a ditched aircraft with a flotation device very rapidly in times of emergency.

HOT LINE?

To improve the all important communications link between customers and American Safety Flight Systems, Inc. we have installed, at Glendale, a Western Union TWX machine.

It is attended during regular business hours and overnight messages are distributed at eight o'clock every working morning. Our TWX number is 910-497-2275.

Your communication will receive immediate attention, so please feel free to use this service.

"ON THE SAFE SIDE"

To those of you who missed the first issue may we extend our welcome, and may we restate our objectives in publishing this newsletter.

It is intended to provide contact between American Safety Flight Systems, Inc. and purchasing and engineering groups in customer organizations across the world. Naturally, it is very difficult for us to visit all of you as often as we would prefer and through these pages we hope to describe to you the scope of our organization and how we can best serve **you**.

The initial issue was extremely well received, and the inquiry card

was returned in quite large numbers. We encourage you to let us have **your** reaction and comments on our efforts and what improvement can be made to serve and inform you better.

F.A.A. APPROVALS—ANOTHER FIRST

The applicable TSO for seat belts in aircraft is TSO-C22. It was recently modified and reissued as an 'f' change. This change provides that in all future designs and production of seat belts, the webbing portion must comply with upgraded requirements in the area of flammability.

American Safety Flight Systems conducted tests in the Corporate engineering facility laboratory and confirmed that the webbing under test more than met the new requirements. After drawing modification and submittal to F.A.A., we received what we believe to be the first blanket approval issued for the revised TSO covering every seat belt produced by A.S.F.S.

INERTIA REELS AND RETRACTORS

The response to our announcement that these two items have been added to our line was fantastic. In addition to the traditional uses for this equipment, many novel and unusual applications have been suggested; however, the question of installation methods and limitations of the products was raised by several customers.

Generally, the installation is achieved by a single-point mounting, but should you have any questions concerning the installation of these items in your equipment, please write or telephone and our consultant will advise you accordingly.

A.S.F.S. AT THE NBAA SHOW

The reaction to our participation in the NBAA show in Cincinnati was very rewarding and exceeded our expectations. Hundreds of visitors stopped by the booth and quizzed our staff concerning the displayed restraint systems and inflatables.

Manning the booth was the East Coast regional representative, Mr. Don Hall, and our restraint system specialist, Mr. 'Pat' Cunningham. Great interest was shown in the retractor mechanisms exhibited; their

light weight and small profile drew many favorable comments. Also on display, and receiving much attention, were F.A.A. approved life vests and life rafts designed for business and executive aircraft.

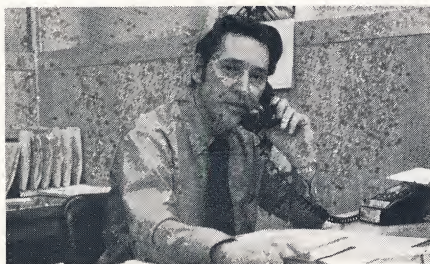
The show was a great success and it was encouraging to see the obvious upswing in the biz-jet market.

PERSONALITIES

Each issue we introduce an employee who many of you may deal with but never get to meet.

This month . . .

FRED STEPPINGS
Contracts Administrator



A native of Canada, Fred came to us seven years ago from Canadair in Montreal. His prime responsibility at American Safety Flight Systems is the administration of government contracts; preparation of responses to IFB's and RFQ's and administration of commercial purchase orders pertaining to products such as quick disconnects, safety valves, pressure reducers and oxygen valves.

Asked about hobbies, Fred replied, "What hobbies! I've just bought a new house." This accounts for the fertilizer in his pants cuffs, and for reading Better Homes and Gardens during the lunch break; however, for information on part numbers, prices and deliveries — ask Fred.

MIDWEST REPRESENTATION

We are represented in the mid-west region (Dallas to Chicago) by the George E. Harris Co. of Tulsa, Oklahoma.

George, who pilots his own airplane to cover this large territory, has been in the aviation-aerospace area for many years and is very familiar with the American Safety line of products.

To assure our customers top quality service, George will attend to the A.S.F.S. product line person-

ally, with the full support of factory personnel as required, so if you need his services, call or write,

George E. Harris & Co., Inc.
P.O. Box 837
Tulsa, Oklahoma 74105
Phone: (918) 582-8458

IN ERRATUM

Oops! We goofed. Two seat belt catalog sheets have errors on them and we request that you hand amend your copies until reprints are available.

Title: "Connectors and Harness Fittings"—Line 2

Connector shown as 449125 should be 447983;

Connector shown as 447983 should be 449125;

Connector shown as 448702 should be 443404;

Connector shown as 443404 should be 448702.

Title: "Seat Belt Extensions"—The line drawings at the lower right corner are shown in reverse positions, i.e., the drawing for metal-to-metal extensions is shown alongside the cam extension list.

The metal-to-metal extension has the buckle at one end and the connector at the other. The cam extension has the buckle at one end and the black plastic tip at the other.

MILITARY PRODUCTS

The Rocket Jet/ARD Division of American Safety Flight Systems has received a follow-on production order for RSSK-8A1 survival kits for the A4, A7 and S3A U.S. Navy aircraft. This division is a prime supplier of survival kits used with the Douglas ESCAPAC I series ejection seat.

American Safety Flight Systems new qualified rigid container for multi-place life rafts will undergo O.T. & E. in the U.S.A.F. early next year in the C-130 and C-141 aircraft. This concept of packaging inflatables in rigid, protective containers is expected to increase the service life of the rafts by providing better protection from the environment, rough handling, and in-flight conditions.

Those units stored in the aircraft wing-wells have a built-in safety device to puncture the life raft in the event of an inadvertent in-flight inflation.

CAPTION CONTEST

We failed . . . not one of our usually quick witted staff could come up with a really good punch line for this cartoon.

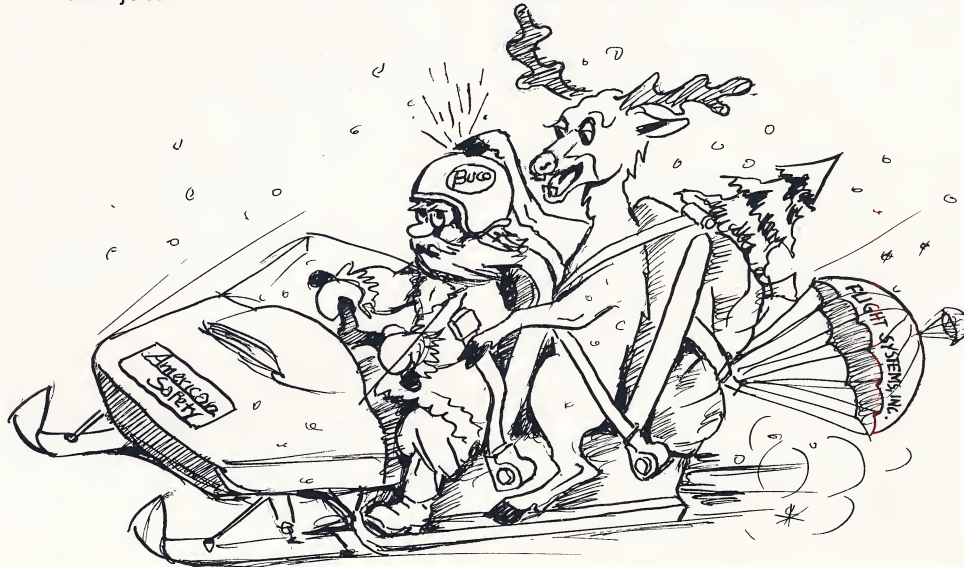
We know someone out there can do better than the following:

"This is the only belt drivers should have in 1973."

"You need a lot of restraint for this job."

"I don't worry about a little 'rain'-deer, but clear air turbulence."

A prize is offered — either a smart new Buco brand motorcycle helmet or a beautiful trouser belt from our Krasnow division. The editor's warped sense of humor will prevail in the final decision and the name of the winner will be published (unless otherwise requested) in the next issue of "On the Safe Side."



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on the
safe
side

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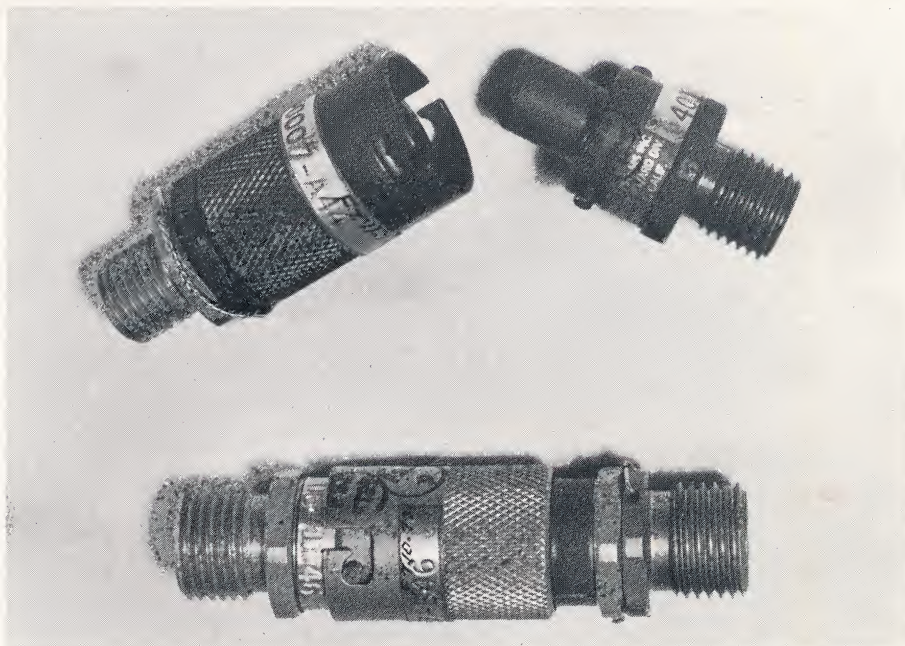
OXYGEN, AIR AND LIQUID QUICK DISCONNECTS

American Safety Flight Systems designs and manufactures a fine range of quick disconnects for aviation and industrial purposes. These units provide leak-free passage of:

Oxygen	Various Chemicals
Gases	Engine Oils
Solvents	Compressed Air
Coolants	Hydraulic Oils

The primary use of these quick disconnects is in the pitot and static line installations on civilian and military aircraft. In service, they have proven to be extremely reliable, save much maintenance test time and reduce damage to expensive airborne instruments during installation, removal and bench checks.

These quick disconnects which have been put to many other uses in aviation and industrial fields, are available with a variety of end fittings, and with or without check



valves. Positive mechanical bayonet locking between the two halves prevent the inadvertent separation of mating halves, yet are easily engaged or disengaged manually. A visual engagement feature is part of each assembly. Two, three, and

four pin polarity features of the disconnect series eliminate the possibility of inadvertently connecting incompatible systems.

We invite your inquiry concerning any application you may have for these lightweight items.